

LOGGERS WORLD

VOLUME 55 NUMBER 3

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MARCH 2020



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Finley went on to his Heavenly Reward in 2008 but we have almost 40 years of his writing and storytelling to enjoy. Rigging Shack is still one of the most popular features of Loggers World. We think that is appropriate for the man that put so much of his life into his vision of a "Loggers Magazine".

*Originally printed
In Loggers World
March 2008*

YARDERS:

Everyone knows what a Yarder is. It is a machine specially designed to reach out as much or more than a quarter mile and pull the logs to the landing.

A yarder to me is the greatest machine ever invented. Without them there would be no way to log the sidehills and the mountain slopes in a safe and sane manner.

Yarders came in different types, the most common being the high lead yarder. Before this there was the 'ground lead' yarder or as it was sometimes known the 'roader'. Now when I talk about these machines remember that in different localities they were known, by different names. Any tramp logger knows that the first thing he had to learn in a new outfit is what

the tools and machines were called. If he was smart he'd adapt the local verbage and not try to educate the local loggers to his way of thinking.

As things progressed someone discovered or started using a skyline. They came in two general categories, 'tight' and 'slack'. This meant that some yarders added a big extra drum to hold the skyline and thus you had a 'slackline yarder'.

This didn't happen overnight but evolved thru the years. I've always thought that new machines were constantly improved to take care of bigger logging problems.

The basic yarder itself was similar from the time it was invented until the present day. We went from Steam Power to Gas Engine Power to Diesel Engine Power. I won't get into those machines, such as were used by Long Bell, that were powered with electric engines. Reason? I don't know anything about them.

Steam Yarders, as with all

that followed, came in different sizes and 'reaching out' capacity. Usually the yarder was known by the size of the steam cylinders that came on the machine.

During the years I had worked in the woods prior to WWII I thought that the 12X14 Steam Yarder were the cream of the crop, as good as it gets. During the Second World War, when the Puget Sound Area was shut down by snow in the mountains, I went to Aberdeen to work thru the winter.

I went to the Gov't. employment office first and they wanted to send me out to an outfit working close to the Pacific Ocean. Since I was to be a climber I wanted a safety zone between my body and the strong winds from the ocean.

Thus I went down the street and found a 'community center' locally known as the 'Bucket of Blood' who, among other services, hired loggers for Saginaw Timber Company. Saginaw needed a climber and I hung my chin out for it.

I was sent out to camp to climb for logging foreman Bob Chambers. There was a hitch however. His present climber was going to go to work in a shipyard—get out of the woods—but he was going to work at Saginaw another week.

In order to work around this Bob Chambers gave me the job of pulling rigging on the rig up crew. That sounded good but

there was no crew....just a bunch of men that had never worked together.

The yarder filled the eye. It was a sled mounted 13 X 14 Washington two speed yarder with an extended fire box. This was mounted, along with a large circular water tank, on a long sled built of large old growth fir logs. That's when I met Bob Chambers.

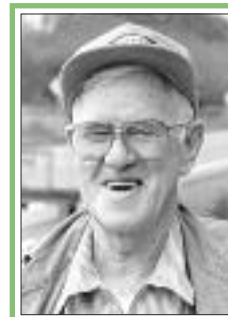
That was the first yarder of this size and type that I'd ever been around and was equipped, wonder of wonders, with a sort of a fair lead arrangement on the rear of the machine as well as the normal fair leads on the front end.

This machine had just finished yarding logs on this setting and had to be moved to it's next setting. These yarders worked out away from the track a thousand feet or more....and at times were out nearly 2000 feet. These yarders would yard in the logs and the Tyler crew would take them away 'hot'. Two yarders were usually working with each Tyler and when one was logging the other was moving and rigging up.

This Yarder, with Tommy Grivas(?) at the controls, was to be moved. Moved down the hill to a ravine, turn and go up the ravine about 800 feet (just a guess) and then climb another hill where it would be rigged to the 'yarder tree'.

The crew was a pick up crew

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FINLEY HAYS

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FINDING THEIR NICHE



Bub and Tammy Dickinson's crew can do a job any size for private landowners around Maple Valley, Washington

STORY BY BRANDON HANSEN
For Loggers World

Bub and Tammy Dickinson, the owners of American Forest Lands Logging Company in Maple Valley, Washington found the perfect niche in their trade - usually doing jobs that range from five acres to large parcels. What stands out is their commitment to quality and how they hold steadfast to their company slogan "where a handshake still means something!"

Being near the metro area of Tacoma and Seattle, American Forest Lands Logging Company has used this to their advantage finding private jobs where rural begins to mesh the urban in the greater Puget Sound area.

Their company may be a bit hard to describe as it takes on many roles in the forest industry. Being diverse is important and their em-

ployees are specialized in a variety of roles within the company to keep things running efficiently.

"We have a foot in the old school and in the new school ways" Tammy said, "this way we can adapt quickly to the ever-changing needs of each individual landowner."

Bub has 55 years experience in the woods and remembers cutting nothing but old growth timber and running the 090 chainsaw was common place. Things have changed since Bub "got his whiskers," obviously, but what hasn't changed is the mindset of Tammy and Bub, who value quality work and a personal touch with the jobs they do.

They live by this, because in the world of private landowners, about 80 percent of their work comes from re-

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See "American"

STACKING UP

The logs keep adding up on the landing for American Forest Lands Logging Company, which is based around Maple Valley in Washington. The typical job for the company ranges from five acres to large parcels. "We have a foot in the old school and a foot in the new school ways," co-owner Tammy Dickinson said.



TAMMY DICKINSON

Tammy Dickinson stands behind a firewood load. American Forest Lands Logging Company has several log trucks, including a self-loader and dump trucks to haul off the firewood.

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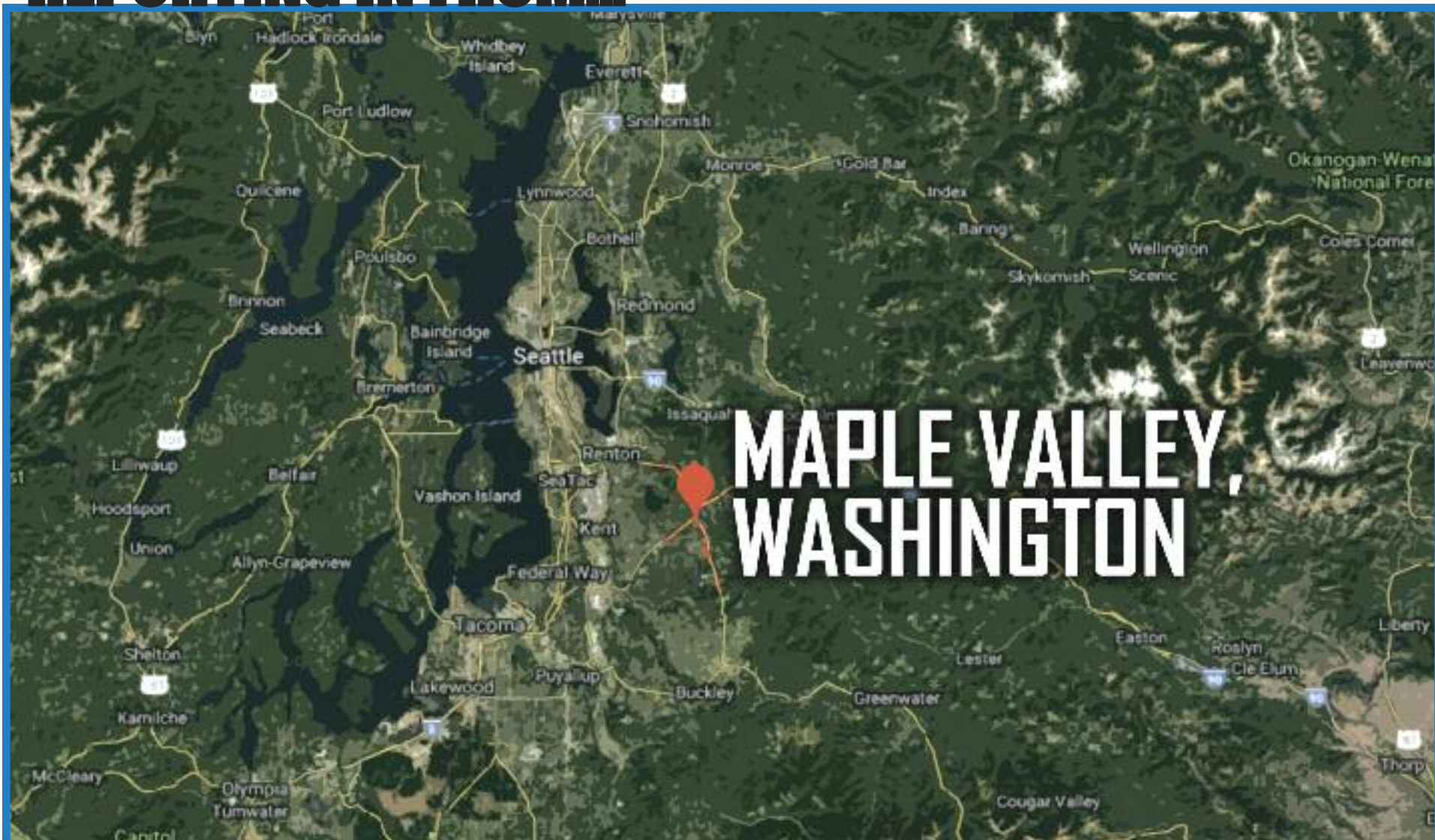
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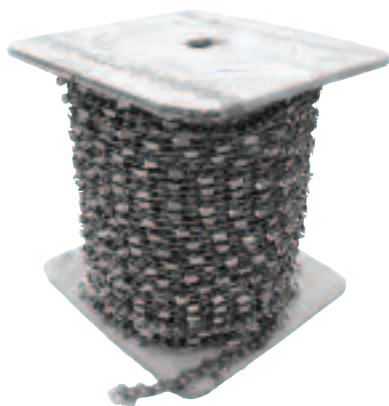


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(Continued from Page 2)

and this was strange because it was normal the crews who moved the donkeys and rigged them to the new spar trees were well trained and used to working together. A man named Jake Trehan was the hook tender and the rest of the crew were from here and there. Some of the crew were from the east. They had heard of the demand for good men and the high wages needed in the ship yards on the Pacific Coast. So they had beat their

way to Portland to find that this wasn't true so they drifted north and wound up in this Logging Camp in Brooklyn, Wash.

They were willing workers but didn't know the difference between a pass block and the fair leads. So Bob, Jake and I were more in the training business than the logging business during that week.

BOB CHAMBERS: The name Chambers was well known in the North River Area and three of them worked at Saginaw at times. Jack was a Tyler Yarder

Operator, Bob Chambers was a Logging Foreman and Bob's first job, as logging boss, was to get that huge yarder down off the hill to the ravine 750 feet below. Usually in a case of this kind the guylines are strung together and towed along behind the yarder. They did not do it this way but instead left them, the guylines, at the foot of the stripped spar tree and would come back and yard them to the new tree with the haulback later. Thus they wouldn't have to fool with them during the move.

The yarder was backed away from the stripped tree and pointed in the down hill direction. The first thing we did was to string out the haulback. We were going to pull the yarder with two blocks on the haulback and snub the machine down the hill with one block on the mainline. That was the plan—and that's what was done.

One of the critical things in this snubbing business was to have a good stump to hold the

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See "Rigging Shack"

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American

(Continued from Page 4)

ferrals and when you're working on folks property, quality takes priority over quantity.

The company employs a crew of men that work well together. "These guys mean a lot to us and without them we would be lost, they know what's expected and work hard to go the extra mile."

Bub Dickinson's grandpa was a horse logger and his dad got into logging after coming back from World War 2. This set things up for Bub, who has been involved in timber all his life.

"I was born into a logging family and my dad had me operating a CAT while he set chokers, Dickinson said. "I would work during summers and school vaca-

tions for him."

After graduating from high school in 1966, he got into tower logging when it was in its transition period, from wooden spar trees to steel towers. He worked for Scott Paper Company in Lester, Washington as the youngest timber faller at that time as it was something his uncle did as well.

"I love being out in the woods, it gets you away from the hustle and the bustle," Bub said. "Far as I'm concerned, there's not a better job to be had and you get great satisfaction of a job well done."

He would end up contracting for various companies and even logging in Canada and Alaska. But there was a change in 1986 as he got married to Tammy. With Tammy also coming from a logging family, shortly after getting married

they started their logging business and bought their first skidder. With both having knowledge in the industry, "two heads became better than one" Tammy said.

Starting out small and on a shoestring, they picked up private jobs from small landowners and the two found this was a lucrative market to get into. As they grew they could take on bigger jobs but they continued to serve the small private landowner, it was their "bread and butter."

"I tell every landowner that I am not happy until you're happy," Bub said. "It works well for us."

One day during this time, one of the

(Continued on Page 11)
See "American"

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TIMBERJACK

608; 628; 1210B; 2628; 1270B

HITACHI

ZX120; ZX200LL; EX200-5; EX220-3;
ZX270LC3; ZX330 ZX350LC;
EX330LC5; EX400LC3; ZX450LC;
EX550LC5; EX700; EX750-5;
ZX850LC3

VALMET

EX10; 500T; 860; 892

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EC330BLC; L330C; L120E;
L180C; L220E-F



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Used Equipment Inventory

| Year | Make | Model | Stock | Retail |
|------|-------------|-------|-----------|-----------|
| 2011 | Caterpillar | 568 | BRB00206 | \$169,500 |
| 2013 | Caterpillar | 568 | BRB00276 | \$194,450 |
| 2015 | Komatsu | 865 | FZ001623 | \$197,500 |
| 2007 | Valmet | 890.3 | 310249C | \$482,950 |
| 1995 | Timberjack | 1210 | 12100411 | \$69,500 |
| 2007 | John Deere | 2054 | 4X200712 | \$82,500 |
| 2007 | John Deere | 2054 | 4S200712 | \$82,500 |
| 2012 | John Deere | 1270E | CD002096 | \$179,500 |
| 2013 | John Deere | 2154D | D0210574 | \$89,500 |
| 2014 | John Deere | 2154D | E0210850 | \$188,500 |
| 2017 | John Deere | 2156G | HF216031 | \$245,000 |
| 2019 | John Deere | 2156G | KF216175 | \$285,000 |
| 2011 | Linkbelt | 240LX | CK-14521C | \$115,000 |
| 2005 | Linkbelt | 240LX | K4J50066 | \$119,500 |
| 2012 | John Deere | 2454D | C0240063 | \$169,500 |
| 2013 | John Deere | 2454D | D0240129 | \$239,500 |
| 2012 | John Deere | 2454D | C0240108 | \$139,500 |
| 2015 | John Deere | 2454D | F0240262 | \$169,500 |
| 2013 | John Deere | 2454D | D0240132 | \$174,500 |
| 2014 | John Deere | 2454D | E0240194 | \$223,500 |
| 2017 | John Deere | 2656G | HF266008 | \$316,450 |
| 2011 | John Deere | 2954D | B0290054 | \$129,500 |
| 2011 | John Deere | 2954D | B0290050 | \$197,500 |
| 2012 | John Deere | 2954D | C0290099 | \$214,500 |
| 2015 | John Deere | 2954D | D0290138 | \$314,500 |
| 2012 | John Deere | 2954D | B0290067 | \$139,500 |
| 2015 | John Deere | 2954D | F0290226 | \$209,500 |
| 2010 | John Deere | 3754D | A0370009 | \$125,000 |
| 2012 | John Deere | 3754D | C0370070 | \$134,500 |
| 2015 | John Deere | 3754D | F0370163 | \$294,500 |

| Year | Make | Model | Stock | Retail |
|------|-------------|--------------|-----------|-----------|
| 2009 | Morbark | 50/48 | 547-1075 | \$169,950 |
| 2010 | Caterpillar | 525C | 52500831 | \$89,500 |
| 2005 | Caterpillar | 535B | AAE00785 | \$45,000 |
| 2019 | John Deere | 648LII | KF694215 | \$269,500 |
| 2018 | John Deere | 803MH | HF318942 | \$399,950 |
| 2012 | John Deere | 848H | CD642871 | \$136,000 |
| 2017 | John Deere | 848L | HF683509 | \$279,500 |
| 2015 | Other | 859M | PM67981 | \$17,500 |
| 2015 | John Deere | 859M | FD286200 | \$299,500 |
| 2016 | John Deere | 909MH | GD299721 | \$482,500 |
| 2017 | John Deere | 909MH | HD308899 | \$539,500 |
| 2013 | John Deere | 959K | DD239212 | \$165,000 |
| 2013 | John Deere | 959K | DD251611 | \$205,000 |
| 2014 | John Deere | 959K | ED256100 | \$224,500 |
| 2017 | Other | FD750 | 750715 | \$58,500 |
| 2015 | John Deere | FR24B | E0000275 | \$84,500 |
| 2018 | FECON | FTX128 | 28181018 | \$159,500 |
| 2018 | FECON | FTX128 | 28184005 | \$199,500 |
| 2006 | Waratah | HTH624 | 233415 | \$27,500 |
| | Medford | PEELER FORKS | PM48072 | \$7,500 |
| 2004 | Medford | PEELER FORKS | F04-14 | \$9,500 |
| 2010 | Kobelco | SK350 | 08-12158 | \$98,500 |
| 2012 | Komatsu | XT445- | A3008 | \$169,500 |
| 2013 | Hitachi | Z240F | D0240040 | \$154,500 |
| 2018 | Hitachi | ZX260F | HF266004 | \$309,500 |
| 2014 | Hitachi | ZX240F | E0240045C | \$235,000 |
| 2014 | Hitachi | ZX370F | E0370062 | \$219,450 |

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2014 Hitachi ZX370F \$219,450



Hours: 6,583 Location: Mt Vernon WA
 Stock# E0370062

2017 John Deere 848L \$279,500



Hours: 235 Location: Mt Vernon WA
 Stock# HF683509

2016 John Deere 909MH \$482,500



Hours: 1,665 Location: Eugene OR
 Stock# GD299721

2018 Hitachi ZX260F \$309,500



Hours: 1,642 Location: Tacoma WA
 Stock# HF266004

2013 John Deere 959K \$165,000



Hours: 7,783 Location: Eugene OR
 Stock# DD239212

2012 John Deere 2454D \$169,500



Hours: 10,456 Location: Kelso WA
 Stock# C0240063

2010 John Deere 3754D \$125,000



Hours: 10,221 Location: Portland OR
 Stock# A0370009

2013 Caterpillar 568 \$194,450



Hours: 11,442 Location: Spokane WA
 Stock# BRB00276

2015 John Deere FR24B \$84,500



Hours: 800 Location: Eugene OR
 Stock# E0000275

2017 South Star FD750 \$58,500



Hours: 1945 Location: Portland OR
 Stock# 750715

2006 Waratah HTH624 \$27,500



Hours: 10,000 Location: Portland OR
 Stock# 233415

2010 Caterpillar 525C \$89,500



Hours: 9,983 Location: Redding CA
 Stock# 52500831



BUB AND TAMMY

Bub and Tammy Dickinson got married in 1986 and a few years later started American Forest Lands Logging Company. They have used their niche nature to serve private land owners in areas where rural begins to mesh with urban. Bub's 55 years of experience out in the woods and Tammy's experience growing up into a logging family means these two live and breath logging while also trying to keep work ahead of their employees.

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#36 R179270 2007, D46-170HP
rears, 265" WB, 475hp..\$60,000 **SOLD**
#40 R179271 2007, D46-170HP
rears, 266" WB, 475hp..\$60,000
#66 R383800 2003, DSP-463P
rears, 271" WB, 475hp..\$60,000
#81 F064741 2004, DSP-463P
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#82 R118646 2006, D46-170HP
rears, 254" WB, 475hp..\$55,000

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American

(Continued from Page 8)

crew didn't show up for work to run skidder so Tammy hopped into the driver's seat and remained there for about six years, getting quite efficient at yarding poles.

They began adding more machinery, skidders, CATs and other pieces of equipment. Around this time in the

1990s, federal land began getting cut off from large scale harvest, which made it tough for many log companies to thrive. Bub and Tammy focused on diversifying and providing logging services to the small landowner near urban areas.

"We ended up buying log trucks including a self loader, trucks are not a big money maker, but rather a convenience of having your own when we need them." Tammy said. "We can do small jobs from

8-10 loads, but are very capable of doing large jobs with 100s of loads, the logging and trucking combination has worked out well for us."

They use a variety of machines, and have a soft spot for Caterpillar, but, also have John Deere and other makes so they can scale up or down depending on the size and needs of the job.

Bub and Tammy are usually out tramping timber and bidding jobs so they

can keep work ahead of their crew, when Bub isn't running equipment whenever needed.

"The ultimate goal is to keep that paycheck coming for our employees and keep them working," Tammy said.

For these company owners, this can mean a lot of time on the phone and on the road.

"We take good care of our machines and have a great maintenance program with PAPE Machinery out of

(Continued on Page 17)
See "American"

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JOHN DEERE SKIDDER

This John Deere 748 Grapple skidder working on a 40-acre job near Enumclaw, Washington. The company has many pieces of machinery and are capable of doing jobs large and small.

“I love being out in the woods, it gets you away from the hustle and the bustle. Far as I’m concerned there’s not a better job to be had and you get great satisfaction of a job well done.”

BUB DICKINGSON

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GOING DOWN

American Forest Lands Logging Company's D4 CAT can be seen in the foreground while the 220 Kobelco gets some work done in the background near Black Diamond, WA.



Logging Music Digitally Remastered

Songs from the Siuslaw **\$20.00**
Double Album Plus \$5.50 Shipping



"Songs from the Siuslaw" (pronounced SY-u-slaw) is a heartfelt tribute to the hard working men & women in the logging industry and dedicated to the many men who have lost their lives doing one of the most dangerous and unappreciated jobs in the world. This a double CD set that was recorded live in Florence, Oregon in 1999 at the Florence Events Center. The first CD is saw-shaped and will play in top-loading and tray loading CD players ONLY. It comes with a 20-page booklet filled with humorous lyrics and old logging photos.



Endangered Species **\$15.00**
Plus \$5.50 Shipping

"Endangered Species" - In 1989 Craig & Terry went back into the studio to record their next album. Craig wanted to share his point of view through music which addressed some of the political issues facing the logging industry at that time.

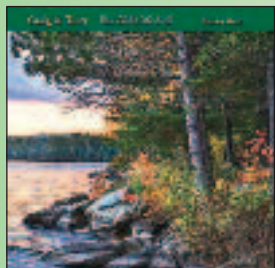
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The Snag Fallers Ball **\$15.00**
Plus \$5.50 Shipping

"The Snag Fallers Ball" - A light hearted collection of original songs about logging in Oregon and Alaska, and was first released in 1988. Craig wrote nine of the eleven songs on the album and co-authored two others with Don Beck, a long time friend, logger and musician also from the small town of Mapleton, Oregon.



You Hold Me Still **\$15.00**
Plus \$5.50 Shipping

"You Hold Me Still" - In 1992 after many requests to record a gospel album they again returned to the studio and recorded eleven original songs. Two of the songs are co-written - one with Don Beck and one with Rick Barrows.

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UNLOADING

A Thunderbird log loader gets the ole' No. 1 2001 Kenworth T800's trailer unloaded. John Bauer usually drives the 2001 Kenworth for the company, which he has nicknamed "Eleanor."

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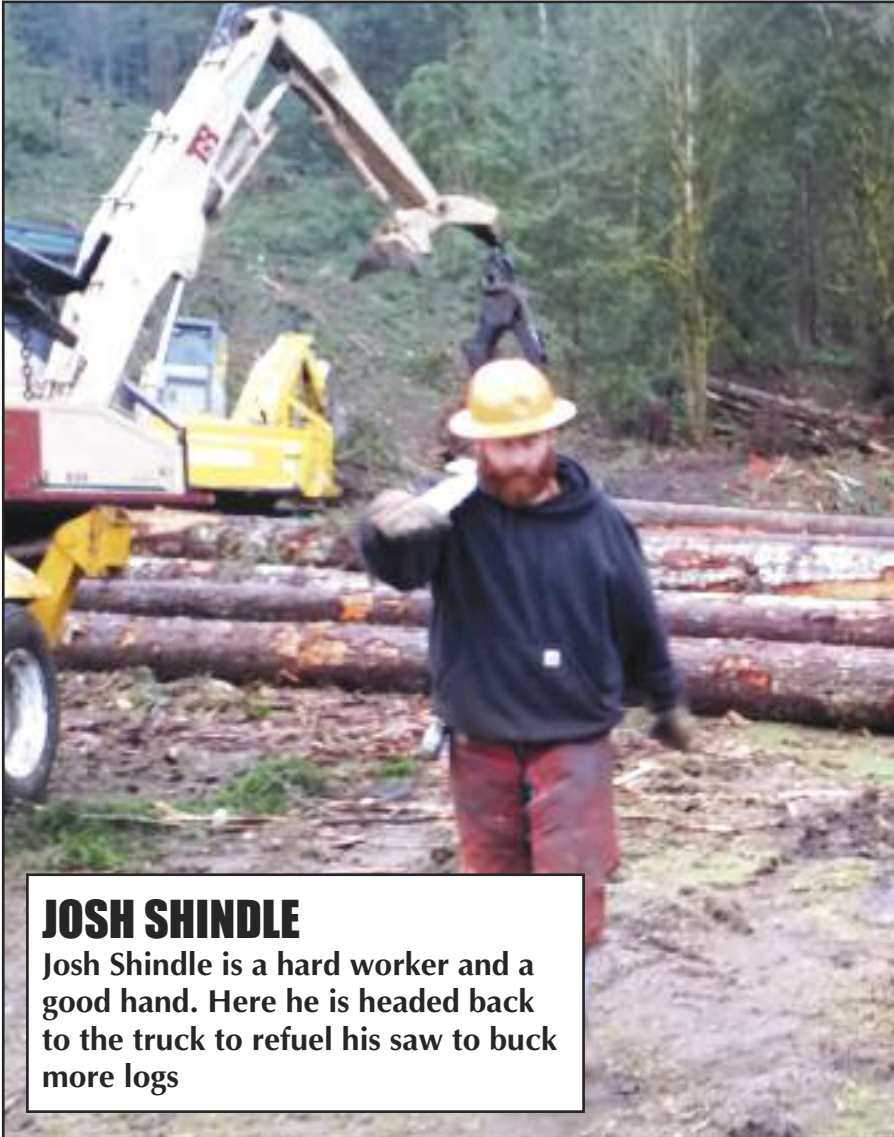
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WORKING NEAR BLACK DIAMOND

Near Black Diamond, Washington, Tammy Dickinson operating the company's 518 CAT grapple skidder. Tammy is yarding in big cedar on a 50-acre job.



JOSH SHINDLE

Josh Shindle is a hard worker and a good hand. Here he is headed back to the truck to refuel his saw to buck more logs

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SELF-LOADER

Fully loaded, American Forest Lands Logging Company's 1996 Western Star self-loader with a Serco 160 loader sits ready to go near Enumclaw, Washington.

The advertisement features the Cobalt Truck Equipment logo at the top, which includes a stylized 'C' and the text "COBALT TRUCK EQUIPMENT" and "Quality is the Difference". Below the logo is a photograph of a white 2019 Ford F550 4x4 Diesel truck with a Stellar TMAX 1-11 steel body and a Stellar 7.500 lb crane. A banner in the top left corner of the photo says "In Stock!". At the bottom of the ad, the text reads: "2019 Ford F550 4x4 Diesel, Stellar TMAX 1-11 steel body. Stellar 7.500 lb crane. Hydraulic compressor.... Call for pricing (509) 534-0446 • cobalttruck.com".

The logo is circular and features a mountain range with evergreen trees in the foreground. The text "75TH ANNIVERSARY 1945-2020" is arched across the top. In the center, "OLYMPIC LOGGING" is written in a bold, sans-serif font, with "Conference" in a script font below it. At the bottom, the dates "April 29 - May 1, 2020" and the location "Fairmont Empress Hotel, Victoria BC" are written in a smaller font. Below the logo, the text reads: "Honoring the Past, Focusing on the Future: A Tradition of Relevance". At the very bottom, a grey box contains the text: "An Anniversary Celebration of 75th Years! Speaker lineup & program at www.olcnw.com".



ON THE JOB

American Forest Lands Logging Company's Kobelco shovel and CAT 518 grapple skidder works in tandem. They don't tend to be flashy and their jobs usually range from five acres to large parcels. What stands out is their commitment to quality, desire to do the job right and the goal of pleasing the private landowner.



BUB AND PHIL BECKER

Bub talking with Phil Becker on the days work. Phil operates a 892 John Deere with a Keto 1000 processor.

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HEADING TO THE JOB

John Bauer is headed to the job in the 2012 Freightliner that the company owns.



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2000 Link-Belt 3400 with 3345 Pierce Stroke Delimber . \$40,000



2018 F350, Extended Cab, 4 x 4, Utility Bed, 26,000 miles, Lumber rack.....\$40,000



1999 Prentice CRX 410E Log Loader, track machine.. \$49,800



2007 Timbco 425 Feller Buncher with a Timbco Bar Saw\$140,000



D6C Caterpillar 10K, ESCO grapple, straight or angle blade or both\$25,000



518 Caterpillar Skidder, 95U, Esco grapple, winch and brush rake.....\$25,000

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Komatsu PC220 with a DM3000 stroke delimber\$15,000

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3345 Pierce stroke delimber parts machine\$20,000

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1979 Tagal lowboy trailer . \$15,000

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WALLY DICKJOSE

Wally Dickjose just dropped off another 518 CAT grapple skidder, here is Bub and Wally discussing logging plans on a 50-acre job inside the city limits of Black Diamond, Washington.



LINED UP

Logging equipment lined up on the landing for American Forest Lands Logging Company near Black Diamond, Washington. They have a variety of machinery. Including CAT, John Deere, Kobelco and others so they can scale up or down depending on the job.

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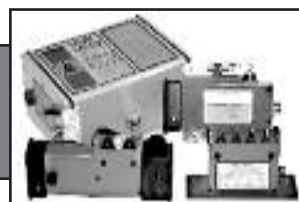


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FIVE LOG LOAD

John Bauer has this five-log load put in the 2001 Kenworth T800 to head out to the mill near Maple Valley, Washington. The company estimates they need about 8-10 loads to make money on a job for a private landowner, but they can certainly scale up their operation to take out more.



BUB IN THE SKIDDER

Operating the 748 John Deere skidder, Bub Dickinson brings in a turn out on the jobsite.



DUKES EQUIPMENT



MADILL 1236D/HYUNDAI 290LC-3
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PARTING OUT



TIGERCAT 845B
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CAT 980B
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CAT 16G Grader
PARTING OUT



DEERE 644G
DEERE 544J, CAT 950B
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DEERE 2054
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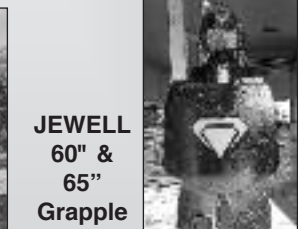
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- WCLA Insurance Agency - top coverage for the timber industry
- Employee benefits programs through WCLA's benefits partner: Kibble & Prentice
- WCLA Claims Management Program - providing the benefit of savings on L & I premium costs, improved safety standards and reduced claims costs



If we **STAND UP** and stand united, we will make change happen, one heart at a time

By Julie Parrish

There are simply no words to describe the #TimberUnity “Let’s Roll Convoy Rally” to the Oregon Capitol on February 6th, 2020. The goal: stop Senate Bill 1530, the Cap and Trade plan being proposed by environmentalists as a “solution” to addressing carbon emissions but will simply raise the price of fuel and home heating costs for all Oregonians. This same type of legislation has already been enacted in California and is being proposed again in Washington, even though Washington voters recently voted against a costly carbon tax.

Members of #TimberUnity knew this bad carbon bill was coming back to Salem this session after the death of House Bill 2020 in 2019, so we spent the summer raising funds and planning the most epic rally ever. And the rally was amazing. All of the 9,500 people, the two hours of speeches, the thousands of letters in opposition, and the awesome array of 1,124 trucks was unlike anything I’d ever seen as a former eight-year Oregon legislator. While it’s unclear yet that we changed the minds of my former legislative colleagues, I’m happy to report we did change one heart.

My favorite story from the rally starts outside the Capitol. There was an older woman on the side of the road, and she was clearly there to support SB 1530. And she was mad, like really mad. We

have some photos where she was being confrontational with #TimberUnity rally participants on the street, shouting angrily at them. As truckers honked horns making themselves heard to lawmakers, she flipped them off and yelled as they rolled by.

She stomped and stormed passed our board members up the Capitol steps as she headed to the hearing, where in a just moments, #TimberUnity was going to be speaking as an invited panel of testimony and where we planned to launch our four-point plan to address carbon emissions



Photo by Lynn Howlett for Timber Unity

without raising people’s taxes.

When our #TimberUnity panel entered into the hearing room, the angry woman was sitting in the front row opposite of us. Besides me, our official panel included board members Angelita Sanchez and Shelly Gedenberg-Solum. We proceeded to give our testimony. Angelita shared a

heartfelt story about the loss of her husband and how hard she was working to keep their business going. Shelly discussed the cost of trucking and how much her company is getting torn up with taxes. As our policy board member, I launched into some nerdy facts and data and offered #TimberUnity’s solutions to address climate change. It was the same plan we shared with Governor Brown earlier that morning.

As our panel got up to leave, the angry woman, who not even an hour ago was cursing and yelling at our people, touched my arm and stopped me. She said, “I’m sor-

ry. I misjudged you all. I agree with everything you said in your proposed solutions, and I’m so sorry. I am just worried about the future for my granddaughter.”

I told her we understood, and appreciated her apology, and that it’s likely we want many of the same things, we just have a different way to

get there. I then offered her a copy of my written report to the committee. I said she could keep it and encouraged her to read through it. She thanked me.

On my way out of the committee, I wanted to acknowledge our conversation one more time. I touched her shoulder and thanked her again, appreciating once more her apology.

In that one moment of a day where the divides were deep – rural vs. urban, liberal vs. conservative, blue collar vs. white collar - we changed one mind who before that hearing had been intensely committed to her own perspective, to the point of hostility and anger....until we spoke.

This is the power of #TimberUnity. We have the power to change minds and create connections. We’re not Republican or Democrat - we’re neighbors who all love our states. It’s our goal to keep bridging gaps and bringing solutions while representing the voice of people who make their living from the land.

Every person who attended the rally should be proud of how our rally participants conducted themselves with dignity and purpose. **If we STAND UP and stand united, we will make change happen, one heart at a time.**

Julie Parrish is a board member and policy analyst for Timber Unity Association. She served four terms in the Oregon Legislature from 2011-2019.



As We See It....

Improvise, Adapt, Overcome



Dave Duren

**By Dave Duren
Coordinator
Texas Logging Council**

So, I'm driving south bound on U.S. 59, just entering the city limits of Diboll, and on the left, behind the car/truck fuel convenient station, sits a state trooper unit with a loaded log truck. Curiosity gets the better of me, so I made a U-turn to check it out.

I recognize the trooper as one who presents in logger training and education for the Texas Logging Council (TLC), and I pull up beside him as he was walking alongside the log truck trailer. I greet the trooper and ask him how he was doing; you know, the typical cordial greeting. However, since he knows what the TLC is trying to do to promote truck safety, he voluntarily gives me a few details about the stop. He does not name anyone, and

I don't even think there is a company name on the side of the door. It's just another log truck going through a typical inspection.

What I learned about the incident really begs the question, HOW and WHY does this stuff keep happening? For three years I've been the TLC's coordinator and heard this statement numerous times, "so and so isn't pro logger trained, doesn't have the proper insurance, and yet they roll into these mills just like the rest of us."

What am I talking about with my question? It turns out the driver of this truck did not have a proper driver's license and, by the way, didn't have one the last time he was stopped in the same truck by the same trooper a month or so ago. The truck and trailer were not registered, and there

was no insurance. With the appearance of the tires and the apparent lack of maintenance, I would not have been caught dead in that truck.

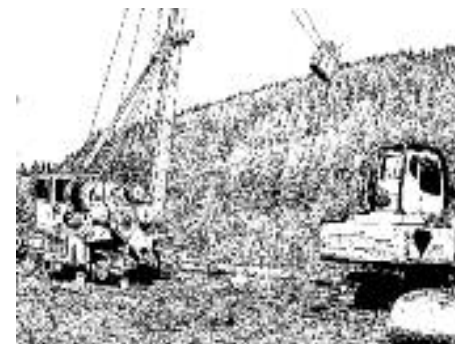
Two things are happening here. The State has a revolving door policy when it comes to removing unlicensed drivers from the highways, and some of the area mills have a "look the other way policy," because they are certainly not checking anything.

This past year the conversation in several people's minds has been, "where are we going to find enough trucks to log the mills?" Truck safety is being preached basically from shore to shore in the hopes of stabilizing rising insurance rates threatening the profitability of logging contractors.

How long do you have to dance with a gorilla? Until the gorilla slams you down, or

gently releases you. Sometimes, it's hard to tell who the gorilla is.

The Texas Logging Council is an affiliation of private business men and women who make their living from the harvesting and delivery of wood fiber to forest products mills all over East Texas. Their purpose is to improve and expand the use of professional logging and trucking practices responsive to the needs of customers, employees, landowners and the general public; to provide educational training for members within the logging and hauling professions; and to improve upon worker safety.



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American

(Continued from Page 17)

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and do a quality job,” Tammy said.

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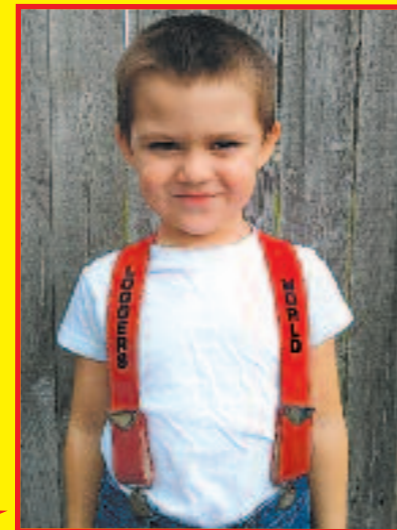
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 - 2010 DEERE 2454D LL W/623C
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 - 2012 LINKBELT 290X2 RB WITH WARATAH 623C
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(Continued from Page 7)

yarder back. It took a mighty good stump. It had to be large, well rooted and strong because this big yarder, with several thousand gallons of water, was going to be hanging on that stump. Because I'm here, this cool August morning over 60 years later, you can guess the stump held.

I worked a week with Bob Chambers and this crew of misfits. Most of my job was to explain things such as 'when I ask for a haulback block I don't want a block of wood'. We had several classes and I must say that these Chicago boys weren't afraid of man, beast or hard work.

The biggest one was called 'Chicago Slim' and he took it upon himself to keep his partners in line and dedicated to learning their new jobs.

We got to the bottom of the hill slowly but surely. Turned the yarder to the right so it was headed up the ravine. Hung the rigging so we could chunk out some of the logs we were going to

have to pass over and hung the first holt to go to up the ravine to the bottom of the next hill.

That's when another problem reared it's ugly head. The ground leaned quite seriously to the down hill side. Since these yarders had tall boilers and big water tanks it was important to keep them level, or close to it, to prevent them from rolling over.

To work with this Bob Chambers had the haulback run out, thru a stump to the right on the hill we were to climb and then bring it back on line with the ravine on the uphill side of the yarder. Once this was done he took a haulback strap, threaded it around the top part of the boiler, hung a haulback block in the strap and locked it in the haulback that was uphill of the yarder. As the haulback was tightened it held the boiler upright. So the Donkey Puncher, who was on the high side of the yarder, pulled on the mainline while also pulling on the haulback. He was doing two things; pulling the yarder ahead with the mainline and holding it

upright with the haulback.

Topping my first tree at Saginaw

When we got the yarder at the bottom of the hill the cutting crew had isolated a marked spar tree and the thing to do was to limb and top it. Since I was the climber that was my job. During the move the Superintendent, Charlie Roberts, stopped by to see what was going on from time to time. During these visits he'd informally coach me as to what they expected from a climber. Charlie was a climber himself....a climber of some fame. It was said that he had hung all the rigging in a spar tree in an hour. I asked him about that and he admitted that was true but said he had a good crew good rigging and they'd gone to some pains to get everything set up. Probably the men and rigging would never be such so that a man could do it again.

The day I was to top the tree was a good one for that line of work and the tree was beautiful. An old growth fir with scarcely

any limbs. The day was bright and beautiful with a very weak wind. The tree was in plain sight of the rig up crew and I knew they'd be watching the 'new climber' as he topped his first tree at Saginaw. There was nothing to it....everything went on the advertised except. Except that after I had chopped in the undercut and cut up the back cut with my topping saw the top refused to fall. Finally after several embarrassing moments I worked the blade of my topping axe into the cut and coaxed the top to go as it was supposed to.

After I got back to the Rig Up Crew Charlie said, "She wouldn't go would it?" Then he told me that he used to go to the filing shack and get some old axe handles. Then he'd make wedges out of these handles and carry one or two of them in his hip pocket so he'd have a wedge with him when he got hung up as I had. Good idea that....and I used it many times later.



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BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD



ROLLING A BIG ONE

Some early loggers working with animals or very limited power equipment found it easier to roll a log than drag it. This photo clearly shows such an effort. Such a pull would roll a log about $\frac{3}{4}$ of a complete turn. With a big redwood like this, that would be a surprising distance. Additionally, early California redwood logging was done with manila rope scavenged off the hundreds of abandoned ships from the Gold Rush days.

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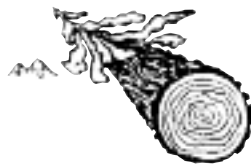
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Deadline for April 2020 issue: MARCH 4th

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